

9401262

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Bridge #10061, MD550 over Owens Cr. Survey Number: F-6-104
 Project: Replace Br. #10061, MD550/Owens Creek, Fred Co Agency: FHWA/SHA
 Site visit by MHT Staff: X no yes Name Date
 Eligibility recommended Eligibility not recommended X
 Criteria: A B XC D Considerations: A B C D E F G None
 Justification for decision: (Use continuation sheet if necessary and attach map)

Based on the information provided by SHA, Bridge #10061 does not appear to meet the National Register Criteria for individual listing. The 1926, two span, concrete girder structure is one of about 90 structures of this general type extant of Maryland's highways that were built 1926 or before. Reinforced concrete bridges were first constructed in Maryland in the first years of the 20th century and quickly became the favored bridge type of the State Roads Commission. Starting in 1912, concrete bridges in Maryland were constructed according to standardized plans. Thus this bridge does not appear to possess any particular engineering significance, nor is it known to be associated with any significant person or event. It is not located in any known historic district.

Documentation on the property/district is presented in: MHT inventory form F-6-104

Prepared by: Rita Suffness, SHA

Elizabeth Hannold

Reviewer, Office of Preservation Services

July 12, 1994

Date

NR program concurrence: X yes no not applicable

A. Andrews
Reviewer, NR program

7-12-94
Date

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Survey No. F-6-104

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

☐ Eastern Shore (all Eastern Shore counties, and Cecil)
☐ Western Shore (Anne Arundel, Calvert, Charles,
Prince George's and St. Mary's)
☒ Piedmont (Baltimore City, Baltimore, Carroll,
Frederick, Harford, Howard, Montgomery)
☐ Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

☐ Paleo-Indian 10000-7500 B.C.
☐ Early Archaic 7500-6000 B.C.
☐ Middle Archaic 6000-4000 B.C.
☐ Late Archaic 4000-2000 B.C.
☐ Early Woodland 2000-500 B.C.
☐ Middle Woodland 500 B.C. - A.D. 900
☐ Late Woodland/Archaic A.D. 900-1600
☐ Contact and Settlement A.D. 1570-1750
☐ Rural Agrarian Intensification A.D. 1680-1815
☐ Agricultural-Industrial Transition A.D. 1815-1870
☒ Industrial/Urban Dominance A.D. 1870-1930
☐ Modern Period A.D. 1930-Present
☐ Unknown Period (☐ prehistoric ☐ historic)

III. Prehistoric Period Themes:

☐ Subsistence
☐ Settlement
☐ Political
☐ Demographic
☐ Religion
☐ Technology
☐ Environmental Adaption

IV. Historic Period Themes:

☐ Agriculture
☒ Architecture, Landscape Architecture,
and Community Planning
☐ Economic (Commercial and Industrial)
☐ Government/Law
☐ Military
☐ Religion
☐ Social/Educational/Cultural
☐ Transportation

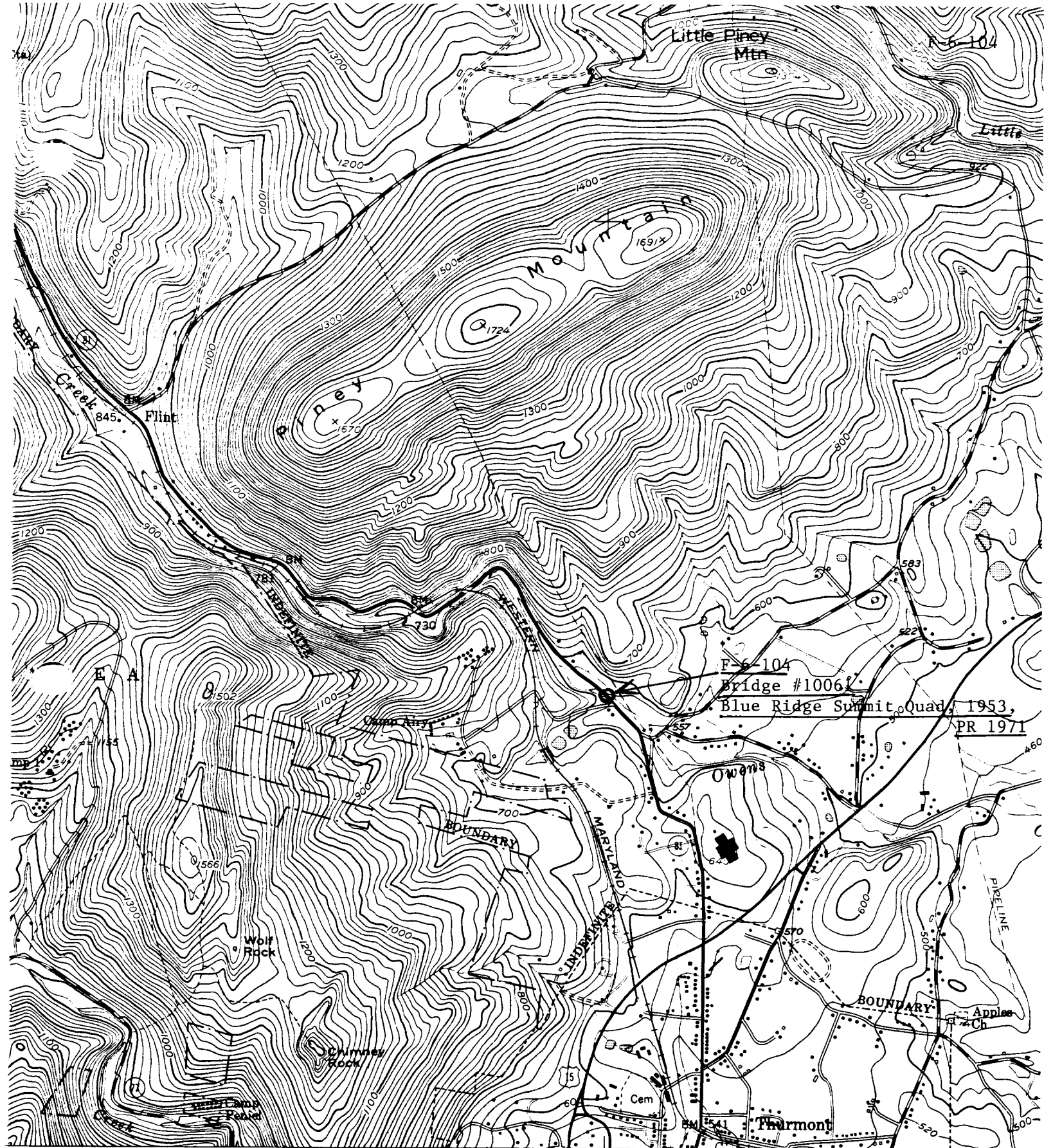
V. Resource Type:

Category: Structure

Historic Environment: Rural

Historic Function(s) and Use(s): Transportation

Known Design Source: MD State Roads Commission



290

(CATOCTIN FURNACE)

5563 III SW

THURMONT 2.4 MI.

292

25'

293

2 100 000 FEET (PA.)

0.1 MI. TO PA. 77

FREDERICK 16 MI.

SCALE 1:24000

1 MILE

0 1000 2000 3000 4000 5000 6000 7000 FEET

1 5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET

DATUM IS MEAN SEA LEVEL

Heavy-duty

Medium-duty

MD